1: Roth--126 (No date) 1890 Tasmanians
116, 462, 502, 593

"'The construction and propulsion of the catamaran, or boat of the native, was always the work of the women' (ibid. p. 22). In Péron's drawing of the canoe it is propelled by men. La Billardière relates (II. ch. x. p. 59) that 'it gave him and his party great pain to see the poor women condemned to the severe toil of diving for shell-fish, ... and often entreated their husbands to take a share in their labour at least, but it was always in vain. The men remained constantly near the fire, feasting on the best bits.' 'Mr. Horton records an instance of unkindness, perhaps not general, nor very uncommon; it was noon: the mother, her infant, and little boy, had been without food all day; the father refused any part of that he had provided. Another of the tribe, however, was more generous; when he handed the woman a portion, at Mr. Horton's request, before she tasted any herself, she fed her child' (West, II. p. 79). The Van Diemen's Land Almanac for 1834, p. 78, says the men treat their women kindly."

1: Roth--161-162
116, 502

(No date) 1890

Tasmanians

"While at Hummock Island Flinders (Sec. iv. p. 171) was much puzzled to know how the Tasmanians got there, for he was certain the natives at Port Dalrymple had 'no canoes nor any means of reaching islands lying not more than two cables lengths from the shore,' and the island in question was incapable of supporting permanent subsistence. Bass was similarly puzzled. He met with no canoes anywhere (Collins, pp. 169, 180, 188), nor did [162] he see any trees so barked as to indicate canoe making, yet he found that the De Witt Isles, and, in fact, all the islands in Frederick-Henry Bay, had evidently been visited. Neither did Fourneaux nor Cook meet with boat or canoe or any vessel to go upon the water. Nevertheless the natives did contrive constructions which served them in their navigations."

1: Roth--164 (No date) 1890 Tasmanians
116, 502

"West tells us (II. pp. 76-77): 'Lieutenant Gunn found and preserved for several months a catamaran, sufficiently tight and strong to drift for sixteen or twenty miles: each would convey from four to seven persons;' . . . and that 'Mr. Taw, the pilot of Macquarie Harbour, saw the natives cross the river: on this occasion a man swam on either side of the raft, formed of the bark of the "swamp tree."' The latter mode of propulsion is also recorded by Backhouse when speaking of the rafts (p. 58): 'On these, three or four persons are placed, and one swims on each side, holding it with one hand.'"